

# EXECUTIVE SUMMARY

## Introduction

The SH-75 Timmerman to Ketchum project will provide improvements to State Highway 75 from its junction with US-20 at Timmerman Junction to the City of Ketchum. A Draft Environmental Impact Statement and Draft Section 4(f) Evaluation (DEIS), September 2005, was prepared by the U.S. Department of Transportation Federal Highway Administration (FHWA) and the Idaho Transportation Department (ITD) in accordance with the National Environmental Policy Act (NEPA), FHWA environmental regulations contained in 23 CFR Part 771, *Environmental Impact and Related Procedures* and FHWA guidance contained in Technical Advisory 6640.8A *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*. The NEPA process began in the fall of 2000. A public hearing on the DEIS was held on January 26, 2006 with close of comment period on February 24, 2006.

The SH-75 Timmerman to Ketchum Final Environmental Impact Statement (FEIS) has been prepared in accordance with the Federal Highway Administration (FHWA) Technical Advisory 6640.8A guidance for a condensed FEIS. The condensed FEIS includes the following:

- references and summarizes the Draft Environmental Impact Statement (DEIS);
- includes additional information developed since issuance of the DEIS;
- describes the Preferred Alternative and the basis for its identification;
- describes the potential future conversion by ITD to high occupancy vehicle (HOV) operations of a section of SH-75;
- documents additional coordination efforts, agency and public comments, and responses to comments; and
- documents findings, commitments and mitigation.

This Executive Summary provides an overview of the FEIS. The full DEIS is included in electronic form in a CD ROM in Appendix D of this FEIS.

## ES-1 Purpose and Need

### **Purpose**

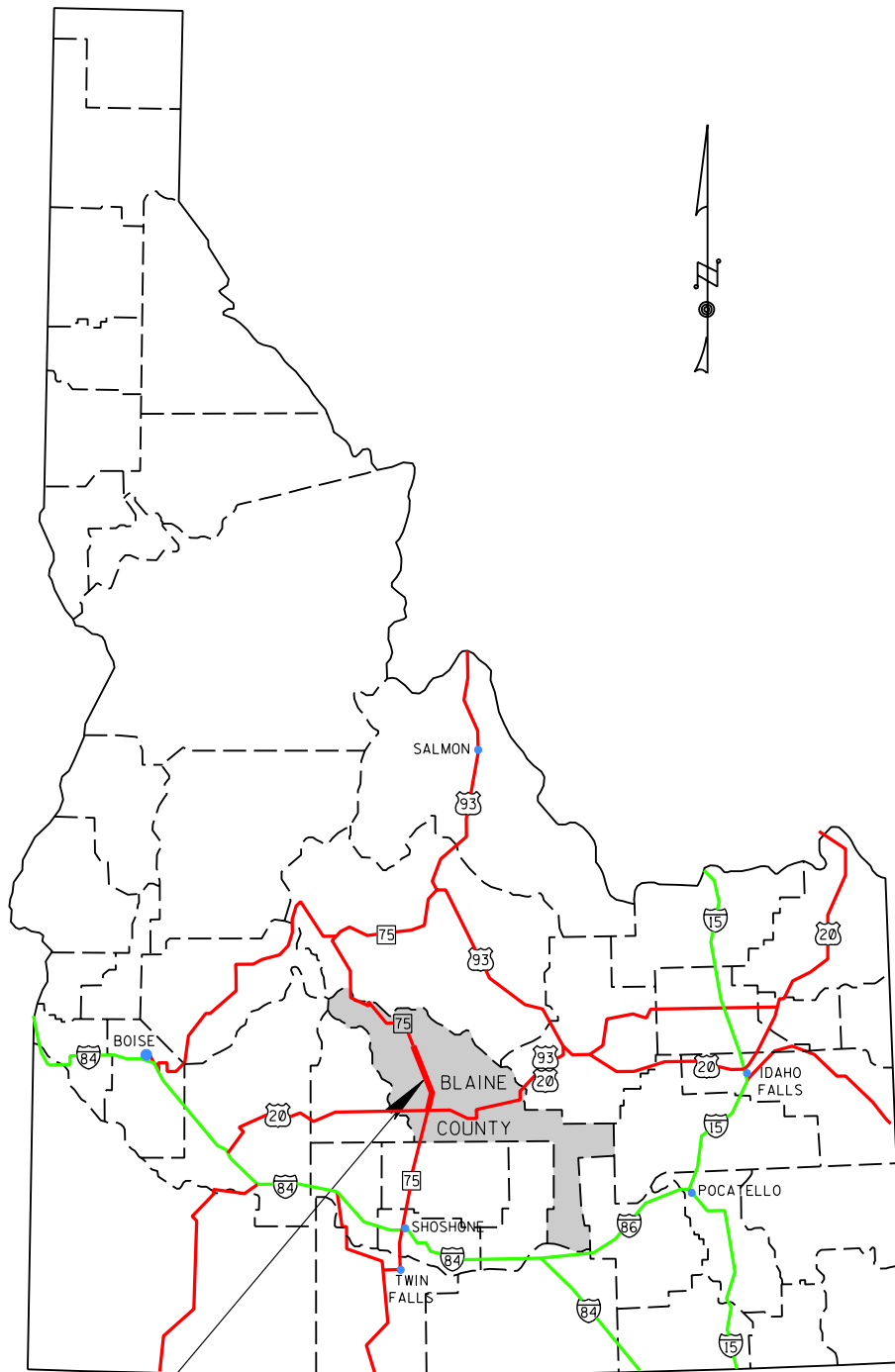
The purpose of the proposed project is two-fold:

- To increase SH-75 roadway capacity to accommodate existing peak-hour vehicle traffic and future year 2025 vehicle traffic; and
- To increase transportation safety for all users.

### **Need**

The need for this project is based on several factors:

- Current and predicted future year 2025 peak hour travel demand exceeds available transportation capacity. Peak hour congestion is primarily from commuters traveling within the project limits.
- Lack of shoulders, lack of right-turn lanes, and lack of center left-turn lanes at intersections create a safety and a capacity concern throughout the SH-75 corridor.
- Pedestrians and bicyclists need safe access across SH-75 to access community resources.
- Current peak hour bus transit and rideshare programs experience peak hour congestion.



STP-F-2392(035)  
SH-75, TIMMERMAN TO KETCHUM

## SH-75 Timmerman to Ketchum Final EIS



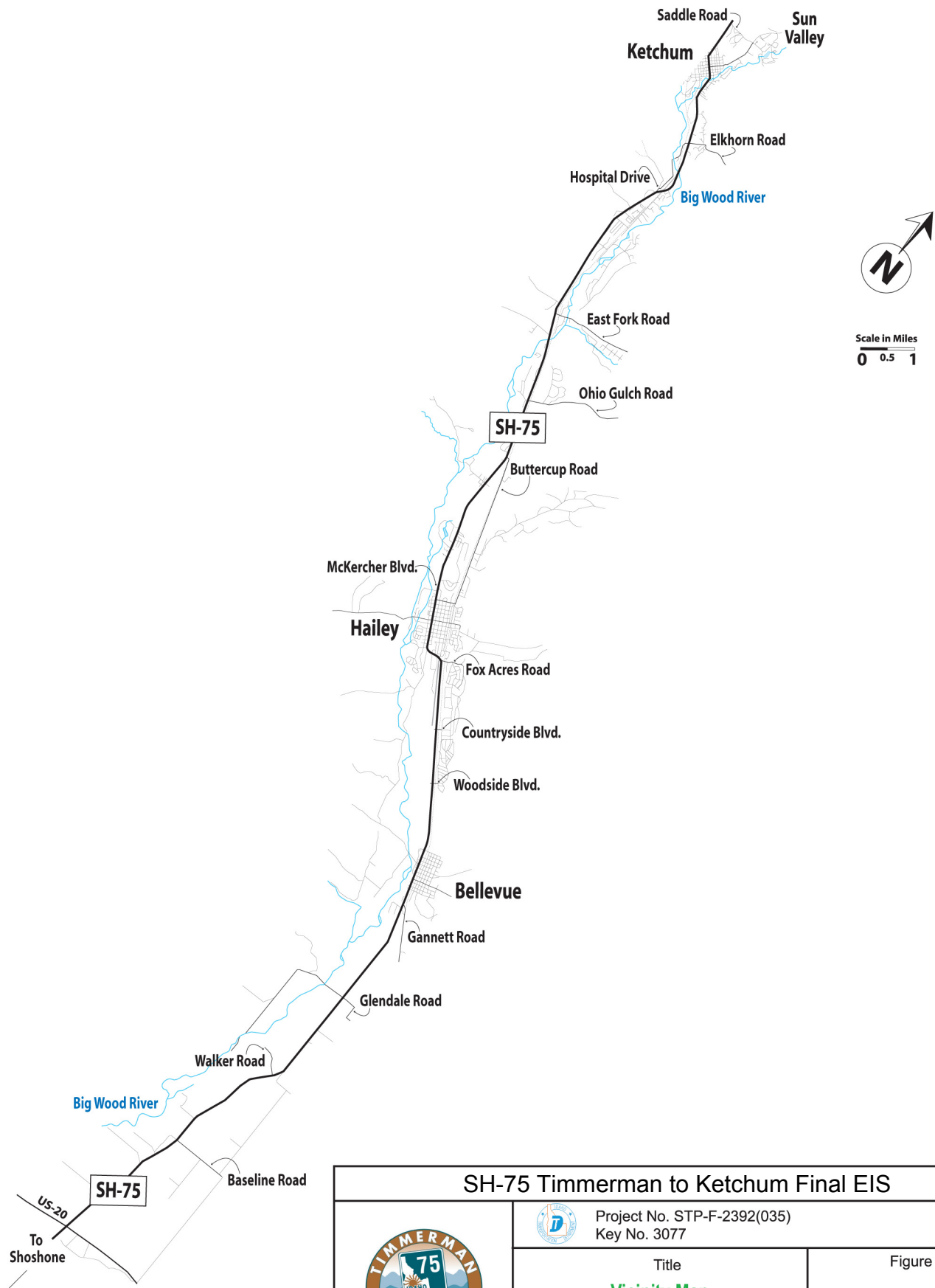
Project No. STP-F-2392(035)  
Key No. 3077

Title

Project Location

Figure  
**ES-1**

Date: *February 2008*



## SH-75 Timmerman to Ketchum Final EIS



Project No. STP-F-2392(035)  
Key No. 3077

Title  
**Vicinity Map**

Figure  
**ES-2**

Date: *February 2008*

1 In meeting these needs, the project will safely and efficiently move a growing population with diverse needs  
2 and resources as well as move goods and materials to and through the Wood River Valley. The project will  
3 minimize impacts to scenic, aesthetic, historic, and other environmental resources in accordance with NEPA  
4 and 23 CFR Part 771 Environmental Impact and Related Procedures. SH-75 functions as an urban "Main  
5 Street" through the Cities of Bellevue, Hailey and Ketchum and that function needs to be maintained. The  
6 SH-75 project will use the existing highway corridor to help preserve future transportation options.

7 The SH-75 study corridor begins at the Timmerman Rest Area junction with US 20 (SH-75 milepost 102.1)  
8 and ends in Ketchum at the Saddle Road (SH-75 milepost 129.25). Page 1-1, line 34 of the DEIS  
9 incorrectly indicated that the project area ends at Warm Springs Junction (SH-75 milepost 128.5). This is  
10 the only location in the DEIS where this error occurs. Saddle Road is consistent with the Notice of Intent  
11 issued for the project on October 4, 2000 and is still valid. Figure ES1-1 illustrates the project location within  
12 the State of Idaho; Figure ES1-2 shows a vicinity map for the project. The corridor is approximately 27  
13 miles long.

## 14 **ES-2 Preferred Alternative – Proposed Project**

15 No preferred alternative was identified in the DEIS. A preferred alternative is identified in this FEIS. The  
16 process for identifying the preferred alternative took the following steps:

- 17 • FHWA and ITD review and evaluation of comments received on the DEIS, including preferences  
18 for Alternatives 1, 2 or 3.
- 19 • ITD additional coordination with regulatory agencies and local jurisdictions in the project area  
20 during May and June, 2006. Table 6-1 in Section 6.0 Comments and Coordination of this FEIS  
21 lists these meetings.
- 22 • FHWA and ITD review and evaluation of the comparative transportation performance of the  
23 alternatives and their ability to meet the purpose and need for the project.
- 24 • FHWA and ITD review and evaluation of the impacts of the alternatives on the natural and  
25 manmade environment.
- 26 • FHWA and ITD review of consistency with local plans and expressed desires of local jurisdictions  
27 as stated in comments received on the DEIS.

28 Alternative 2 was selected as the Preferred Alternative for the following reasons:

- 29 • Best increases SH-75 roadway capacity to accommodate future year 2025 vehicle traffic;
- 30 • Increases transportation safety for all users, relative to the No Build.
- 31 • It meets the purpose and need of the project.
- 32 • It provides the most travel time advantage for all SH-75 users.
- 33 • It provides the highest Level of Service between McKercher Boulevard and Elkhorn Road.
- 34 • Is generally consistent with local comprehensive plans, goals and objectives.

### 35 **ES-2.1 Physical Description**

36 With the exception of three changes described below, Preferred Alternative 2 contains the same physical  
37 roadway section along with vertical and horizontal geometry described in the DEIS for Alternatives 2 and 3.  
38 These improvements are summarized in Table ES-1 and shown graphically in Figures ES-3 through ES-10  
39 by geographic segment. The typical cross-sections for each geographic segment are shown in these  
40 figures.

1

**Table ES-1: Preferred Alternative Physical Characteristics**

Segment	Improvements
US-20 to Gannett Road	Two 12-foot lanes with 8-foot shoulders and 14-foot center turn lane. Passing lanes.
Gannett Road to Fox Acres Road	Widen to match existing 2 lanes in each direction and center turn lane through Bellevue. Two 12-foot lanes in each direction, 4-foot safety median, 8-foot shoulders from north Bellevue to Fox Acres. Traffic signals at Woodside and Countryside Boulevards with right and left turn lanes on SH-75. Roundabout at Gannett Road/SH-75 intersection.
Fox Acres Road to McKercher Boulevard	At-grade improved pedestrian crossings. Traffic signal at Myrtle Street. Bus pull-outs at McKercher Boulevard and SH-75. No other change to existing SH-75 cross-section.
McKercher Boulevard to Elkhorn Road	Two 12-foot lanes in each direction, 14-foot center turn lane, 8-foot shoulders. Four-foot safety median when center turn lane not needed. Three pedestrian underpasses. Traffic signals at Buttercup Road/Zinc Spur Road, Ohio Gulch/Starweather Road. Bus pullouts. Roundabout at Elkhorn Road and SH-75 intersection.
Elkhorn Road to River Street	- Two 11-foot lanes in each direction with curb and gutter within existing right-of-way from Elkhorn Road to Serenade Lane. Transitions to a 3-lane cross-section, with one 11-foot lane in each direction with 12-foot center median, curb and gutter, and sidewalk. 58 foot 4 inch long Trail Creek Bridge reconstructed to accommodate 4 lanes but striped to 3 lanes. Striping to 3 lanes extended to River Street.
River Street to Saddle Road	No changes to existing SH-75 cross-section. Extension of 3 lane striping northward under consideration by the City of Ketchum.

2 In response to comments received on the DEIS, three changes to the Preferred Alternative have been  
3 made. A roundabout is now included at the intersection of Gannett Road and SH-75. The pedestrian  
4 underpass at the intersection of SH-75 and Ohio Gulch/Starweather Drive has been eliminated. A new  
5 pedestrian underpass at Spruce Way has been included. Appendix C of this FEIS contains the revised  
6 conceptual engineering drawings for these three changes. The conceptual design drawings for the  
7 remainder of Preferred Alternative 2 are shown in Volume II Conceptual Engineering Design of the DEIS,  
8 included in Appendix D of this FEIS.

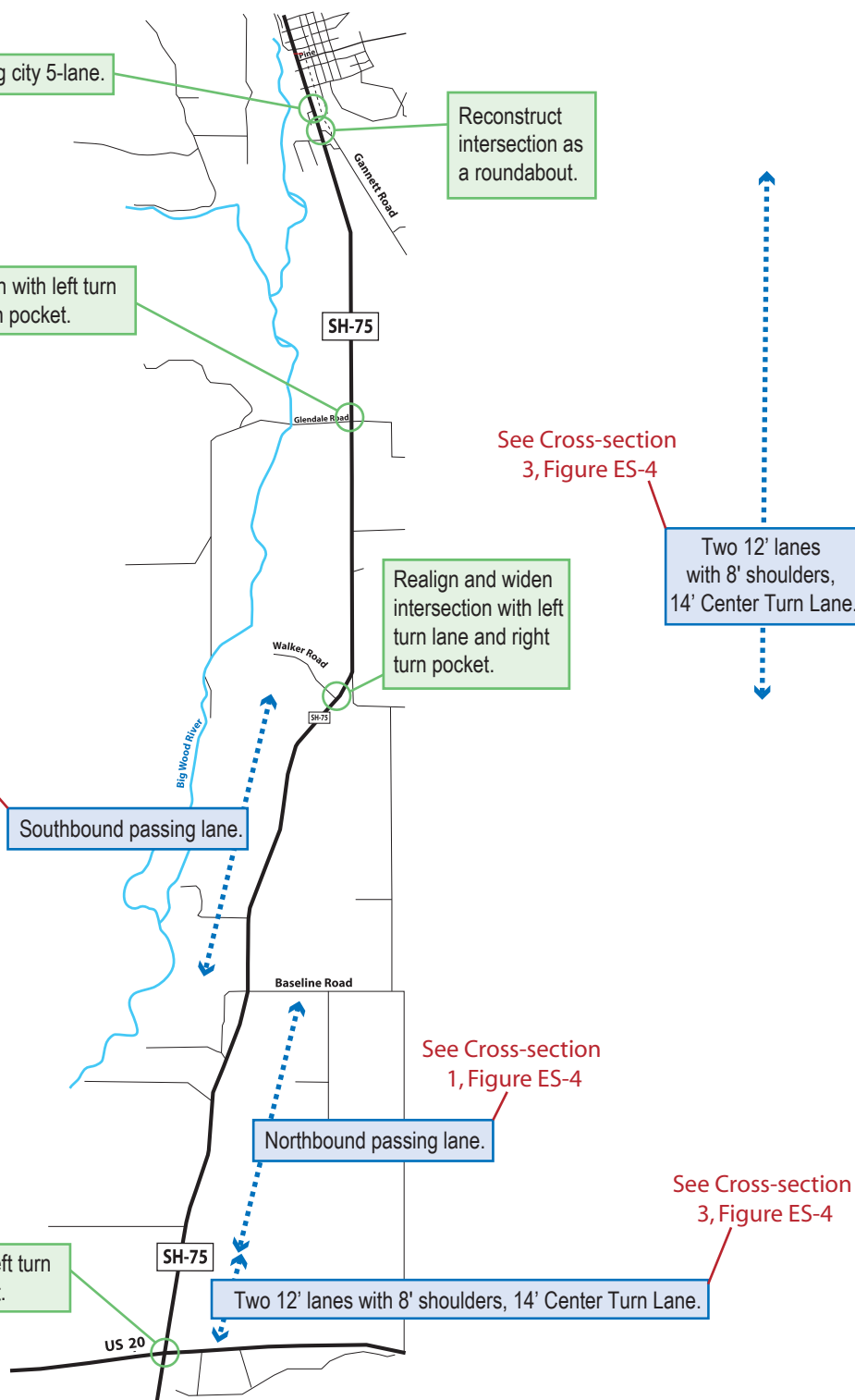
See Cross-section 4, Figure ES-4

See Cross-section 2, Figure ES-4

See Cross-section 3, Figure ES-4

See Cross-section 1, Figure ES-4

See Cross-section 3, Figure ES-4



# SH-75 Timmerman to Ketchum Final EIS



Project No. STP-F-2392(035)  
Key No. 3077

Title  
**Preferred Alternative  
Proposed Improvements**  
*Segment: US-20 to Gannett Road*

Figure

**ES-3**

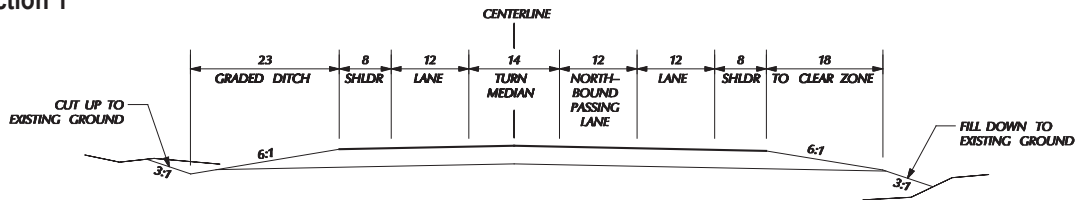
Date: *February 2008*

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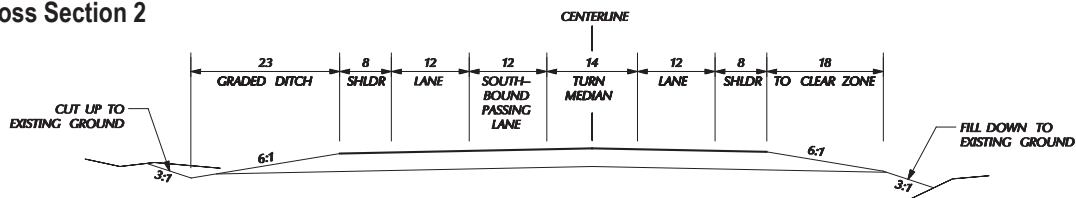


## Preferred Alternative Typical Sections: US-20 to Gannett Road

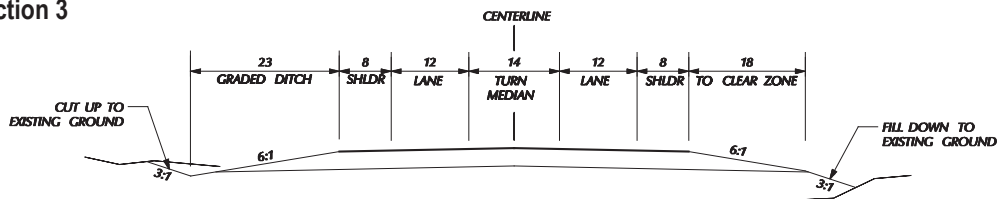
Cross Section 1



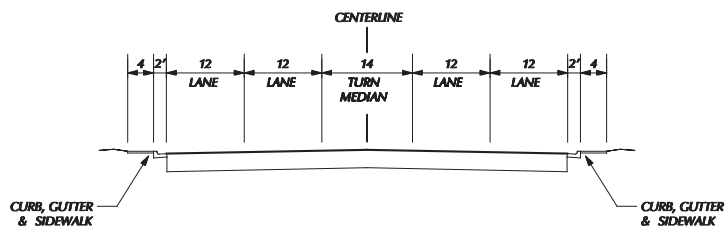
Cross Section 2



Cross Section 3



Cross Section 4



Note:

All cross-sections are viewed in a northbound direction.

NOT TO SCALE

### SH-75 Timmerman to Ketchum Final EIS



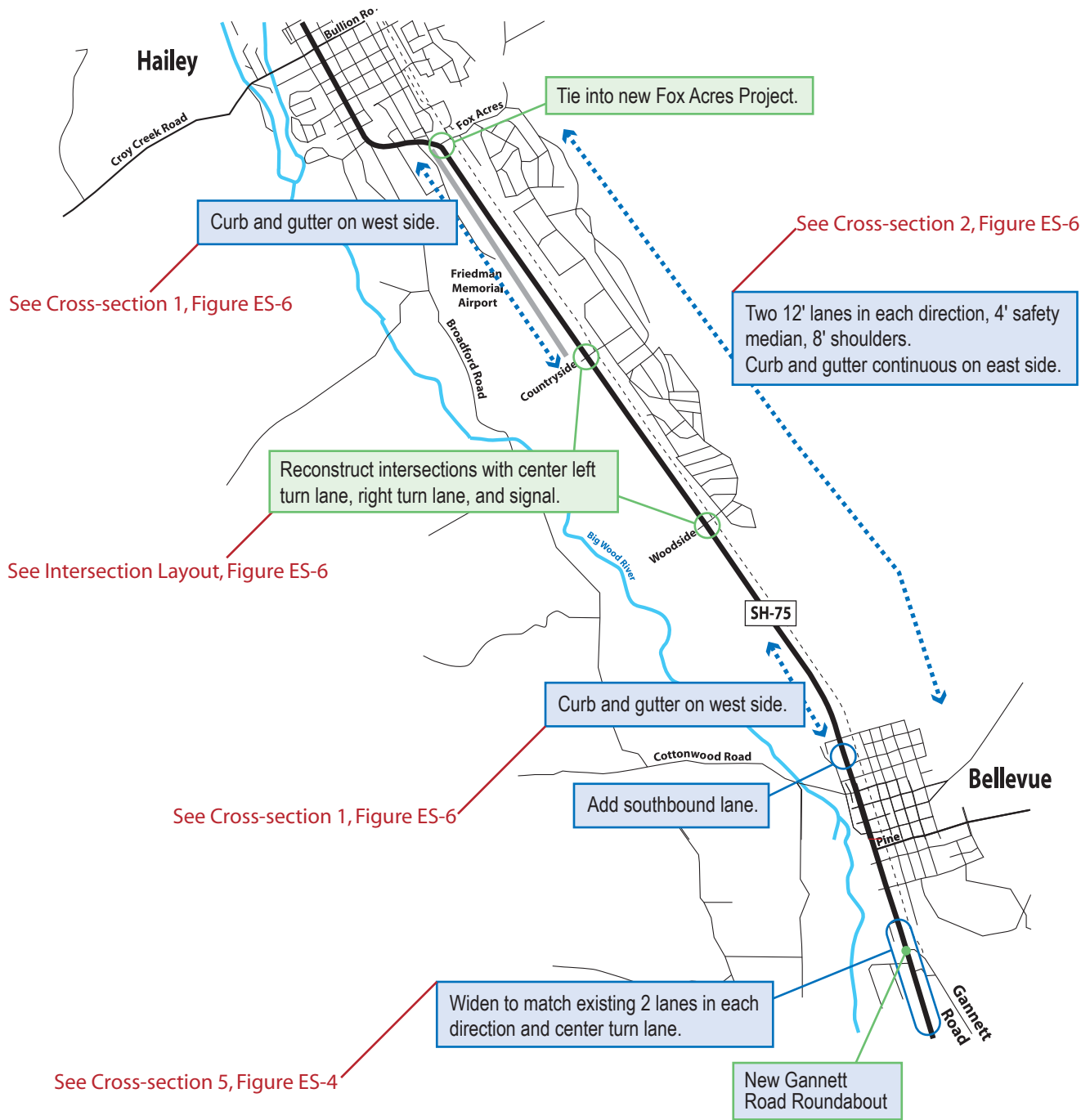
Project No. STP-F-2392(035)  
Key No. 3077

Title  
**Preferred Alternative  
Typical Cross-Sections  
US-20 to Gannett**

Figure

**ES-4**

Date: February 2008



## SH-75 Timmerman to Ketchum Final EIS



Project No. STP-F-2392(035)  
Key No. 3077

Title

**Preferred Alternative  
Proposed Improvements**  
*Segment: Gannett Road to Fox Acres*

Figure

**ES-5**

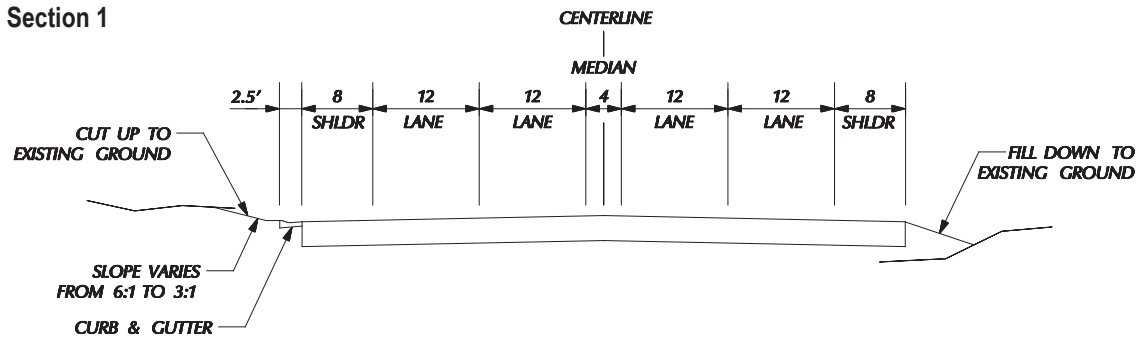
Date: *February 2008*

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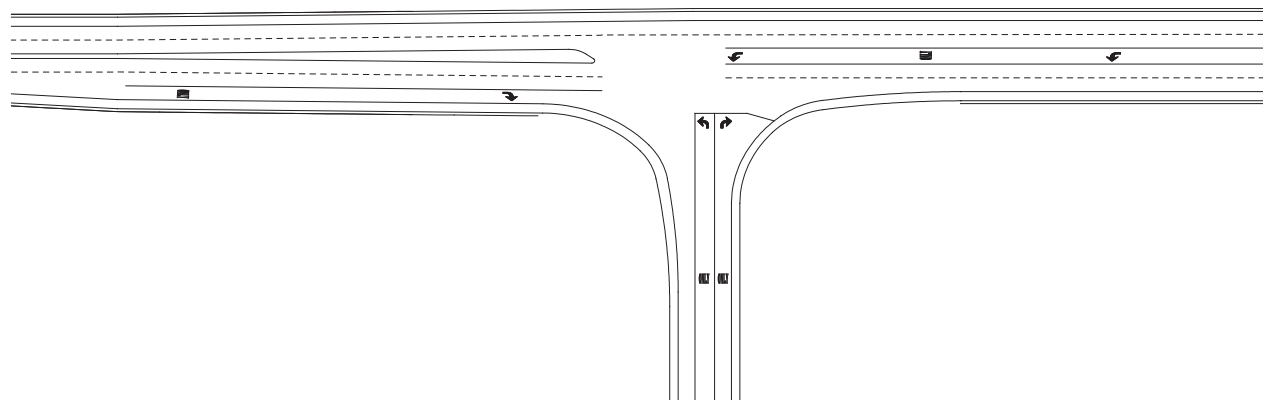


# Preferred Alternative Typical Sections: Gannett Road to Fox Acres

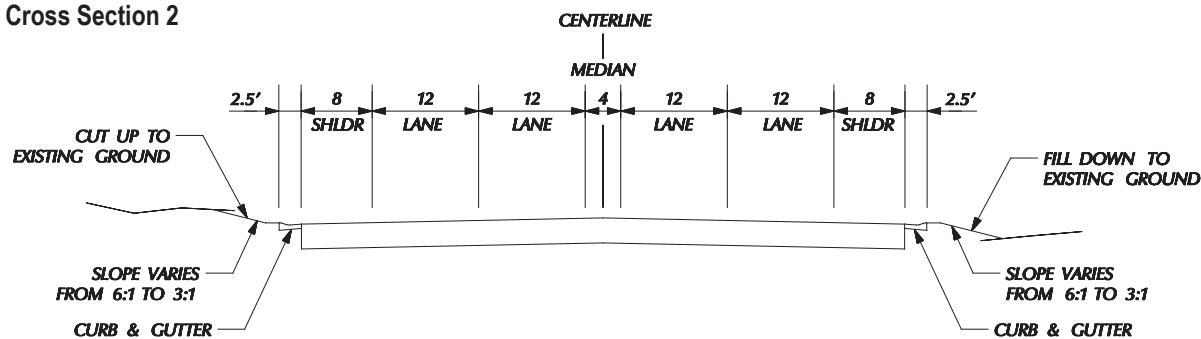
Cross Section 1



Intersection Layout





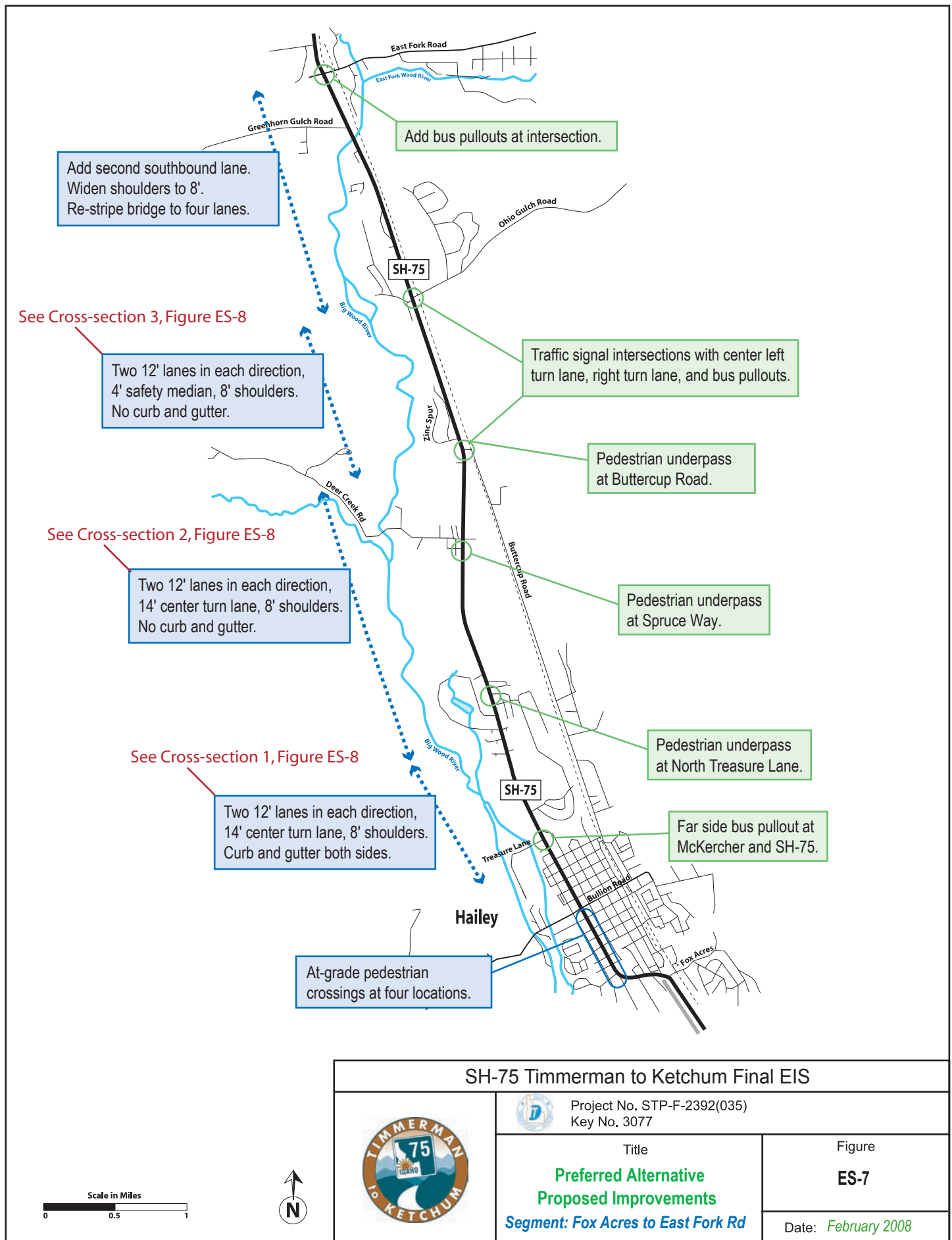
Cross Section 2



Note:  
All cross-sections are viewed in a northbound direction.

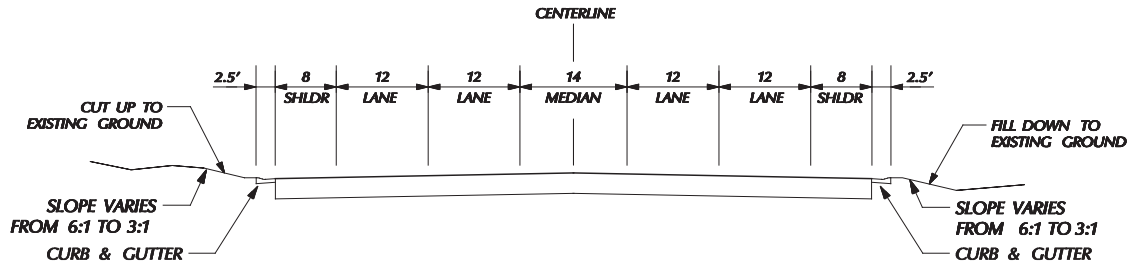
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SH-75 Timmerman to Ketchum Final EIS		
	 Project No. STP-F-2392(035) Key No. 3077	
	Title <b>Preferred Alternative Typical Cross-Sections Gannett to Fox Acres</b>	Figure <b>ES-6</b>
	Date: <i>February 2008</i>	

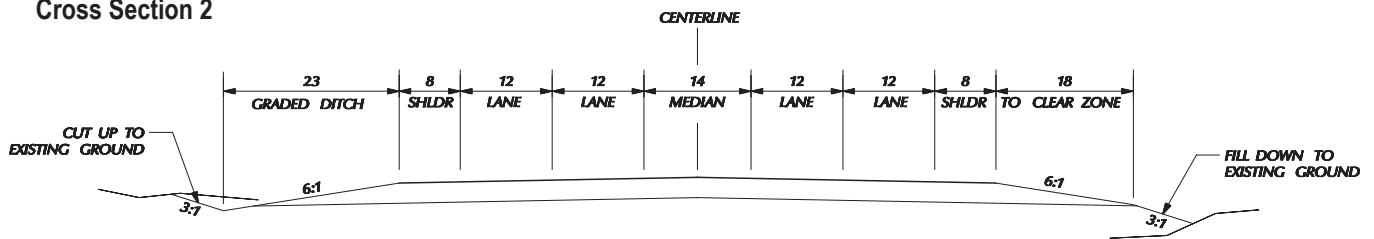


# Preferred Alternative Typical Sections: Fox Acres to Elkhorn Road

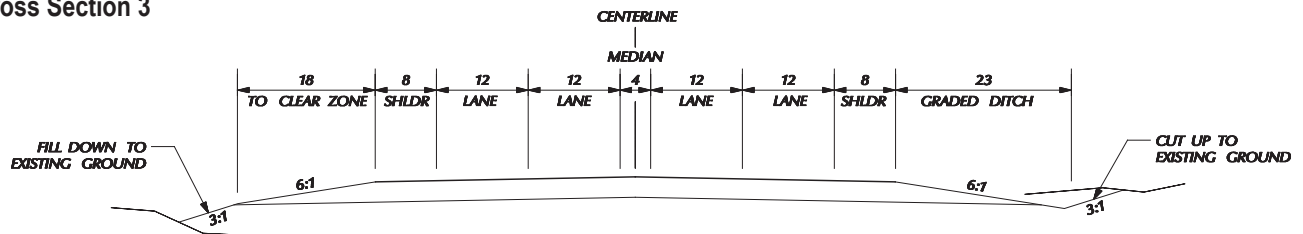
## Cross Section 1



## Cross Section 2



## Cross Section 3



Note:  
All cross-sections are viewed in a  
northbound direction.

NOT TO SCALE

## SH-75 Timmerman to Ketchum Final EIS



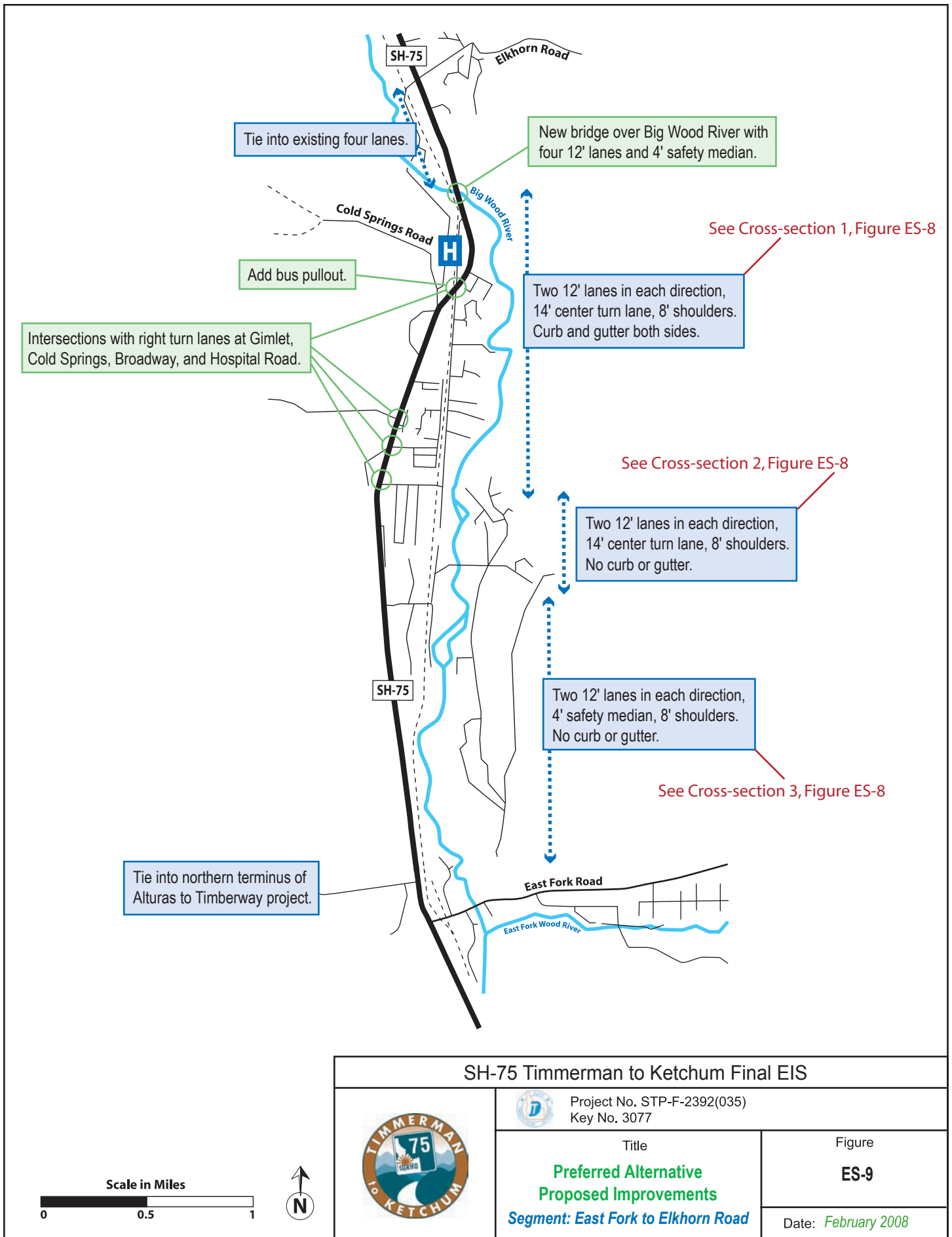
Project No. STP-F-2392(035)  
Key No. 3077

Title  
**Preferred Alternative  
Typical Cross-Sections  
Fox Acres to Elkhorn**

Figure

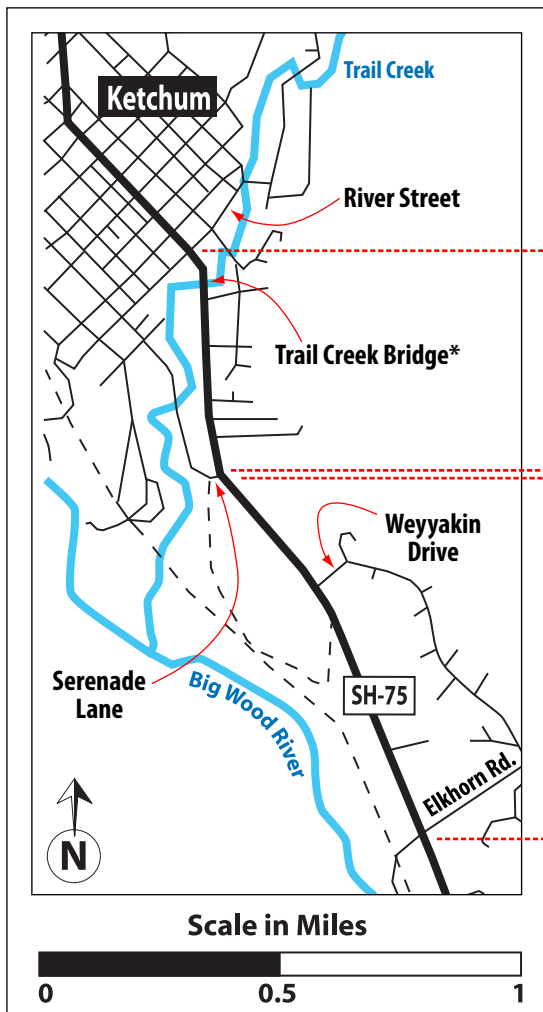
**ES-8**

Date: *February 2008*



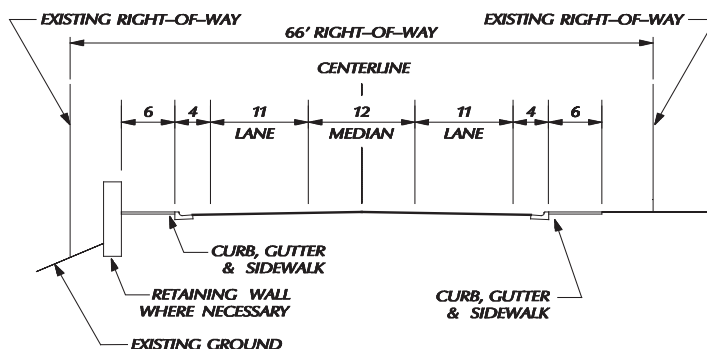
# Preferred Alternative Typical Sections: Elkhorn Road to River Street

## Key Map:



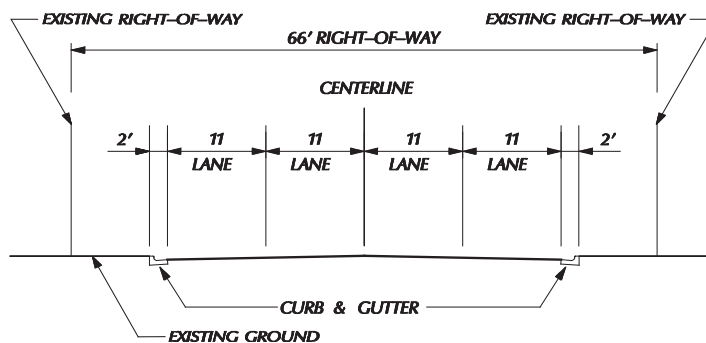
\* 58-foot long Trail Creek Bridge reconstructed to accommodate 4 lanes but striped to 3 lanes.

## Cross Section 2 Serenade Lane to River Street



NOTE:  
Number of through lanes transitions at intersection of Serenade Lane and SH-75.

## Cross Section 1 Elkhorn to Serenade Lane



## SH-75 Timmerman to Ketchum Draft EIS



Project No. STP-F-2392(035)  
Key No. 3077

Title

**Preferred Alternative  
Typical Cross-Sections  
Elkhorn to River Street**

Figure

**ES-10**

Date: February 2008

Note:  
All cross-sections are viewed in a northbound direction.

NOT TO SCALE

## **ES-2.2 No Build from River Street to Saddle Road**

The Preferred Alternative does not include improvements from River Street to Saddle Road, the northern terminus of the project area. The No Build through this section of the corridor was advanced into the EIS for the following reasons:

Public scoping and subsequent public involvement activities conducted during the preparation of the DEIS, as documented in Chapter 6 of the DEIS, indicated that any physical reconstruction of SH-75 through downtown Ketchum, known as Main Street, would be unacceptable to local residents, businesses and the City of Ketchum. This concern was based on the value placed on the existing Main Street streetscape and its contribution to the visual quality and attractiveness of the resort community. Any potential widening of SH-75 would encroach into the existing sidewalks and storefront areas of Main Street, adversely affecting the existing visual quality of the Main Street, decreasing the sidewalk area, and thereby adversely impacting the pedestrian environment of downtown Ketchum.

During the development of the DEIS, the City of Ketchum undertook transportation planning, traffic studies, and parking studies that were expected to provide input to the SH-75 EIS process with respect to potential improvements and traffic operations changes north of Serenade Lane. However, the City of Ketchum did not make decisions or recommendations based on these studies with regard to potential physical reconstruction of SH-75 through downtown Ketchum.

In comments received on the DEIS, the Cities of Ketchum and Sun Valley, for the first time in this EIS process, requested a build alternative between River Street and Saddle Road, including Main Street in downtown Ketchum. This included a request for changes to the grade at the intersection of Warm Springs and SH-75 in downtown Ketchum. On September 8, 2006, the City of Ketchum adopted the "Downtown Ketchum Master Plan" (January, 2006). This document does not call for any reconstruction of SH-75 or for specific changes to the Warm Springs intersection. However, the document contains the following recommended step:

*A three-lane configuration on Main should be considered as an alternative to the four-lane system to calm (slow) traffic and improve pedestrian comfort.*

To date, neither the City of Ketchum nor the City of Sun Valley have forwarded a potential build alternative to FHWA and ITD, so no such alternative or improvements to SH-75 north of River Street are included in the FEIS.

While the FEIS and the Preferred Alternative do not include a build alternative for River Street to Saddle Road, the Cities and ITD have committed to continued coordination of the planning for potential improvements to this section of SH-75. This commitment was made at a March 14, 2007 joint meeting with the City of Ketchum City Council, the City of Sun Valley City Council, and ITD. A subsequent letter was provided to ITD and is included in Appendix A of this FEIS. ITD has committed to assist the Cities in obtaining any funding and any additional environmental clearances that may be needed in the future. These activities will be conducted outside of the EIS process and are expected to occur over the next several years.

## **ES-2.3 Revised Conceptual Phasing Plan**

Since the publication of the DEIS, the SH-75 project was removed from Idaho's Grant Anticipation Revenue Bonds (GARVEE) funding initiative. Funding for the project was, however, included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) which provides a total of \$22.2 million funding for the SH-75 Timmerman to Ketchum project.

1 These funding changes have necessitated the development of a revised conceptual phasing plan since the  
2 DEIS was published. Construction of the Preferred Alternative will be phased, primarily in accordance with  
3 available federal and state funding and public/private funding opportunities in the Wood River Corridor.

4 This first phase will occur during years 2009 through 2012, in accordance with the Statewide Transportation  
5 Improvement Program (STIP) for Fiscal Year 2008-2012 and will include at the following:

- 6 • development of preliminary engineering and right-of-way plans for Timberway to Hospital Drive  
7 section;
- 8 • acquisition of right-of-way from Timberway to Hospital Drive; public/private contributions to ROW  
9 acquisition through expected development;
- 10 • construction of improvements from Timberway to Hospital Drive; and,
- 11 • development of preliminary engineering and right-of-way plans for the Hospital Drive to Elkhorn  
12 Road and McKercher Boulevard to Alturas Way sections.

13 Subsequent phases of construction will occur over several years, contingent upon expected federal and  
14 state funding at levels similar to those experienced since 1991.

## 15 ***ES-2.4 Potential Future Conversion to HOV Operations***

16 The traffic operations analysis conducted for Alternative 3 in this DEIS indicates that the HOV operations will  
17 result in a lower Level of Service for vehicles in the general purpose lane. The majority of users in this  
18 section of SH-75 will be in the general purpose lane. However, in recognition of the comments received on  
19 the DEIS that support HOV operations, and the joint letter signed by the elected officials of Blaine County  
20 and five Blaine County cities (see pages B-15 to B-19 in Appendix B of this FEIS), ITD acknowledges that  
21 the reconstructed SH-75 between McKercher Boulevard and Elkhorn Road could be converted to HOV  
22 operations in the future.

23 The decision of whether and when to convert to HOV operations will be made by ITD. The FHWA will not  
24 be involved in that decision and HOV operations are not part of the Preferred Alternative identified by the  
25 FHWA in this FEIS.

26 ITD's decision will be based on documentation that the following four requirements have been met. If a  
27 conversion to HOV operations is made, ITD will also have the final authority on the continuation or cessation  
28 of HOV operations, based on the evaluation process described in Requirement 4.

29 Requirement 1: A minimum segment of roadway, from at least Ohio Gulch to Elkhorn Road, has been  
30 reconstructed to the cross section and geometry as defined in Alternative 2. The  
31 success of HOV is partially dependent upon having a sufficiently long segment of  
32 roadway in place for drivers to experience a noticeable travel time savings. A typical  
33 HOV performance measure in the United States is a travel time savings of at least 5  
34 minutes overall in the project corridor.<sup>i</sup>

35 Requirement 2: A change in Idaho State legislation has been enacted to enable enforcement of the  
36 HOV lane restrictions. Idaho State legislation currently does not provide any  
37 regulatory ability for the Idaho State Police or Blaine County Sheriff's office to enforce  
38 an HOV lane.

39 Requirement 3: A plan for and the basis for funding of the enforcement of HOV, of education and  
40 marketing of the HOV operation, and of collection and analysis of performance data

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<sup>i</sup> American Association of State Highway and Transportation Officials (AASHTO), "Guide for High-Occupancy Vehicle (HOV) Facilities, 3<sup>rd</sup> Edition", 2004; and, National Cooperative Highway Research Program (NCHRP) Report 414 HOV Systems Manual, National Academy Press, 1998

1 have been developed and agreed upon among the Idaho Transportation Department,  
2 Blaine County, Mountain Rides<sup>ii</sup>, and the Cities of Bellevue, Hailey, Ketchum and Sun  
3 Valley.

4 Requirement 4: A formal process for evaluating the HOV operation, and for making a determination of  
5 whether to continue or discontinue its operation, is developed and agreed upon  
6 between ITD and the Cities of Bellevue, Hailey, Ketchum, Sun Valley, Blaine County  
7 and Mountain Rides. The first review will occur no sooner than 6 months and no later  
8 than 12 months following commencement of HOV operations. This will provide time  
9 for SH-75 users to adjust to HOV operations over at least a 6-month period and  
10 commits to a specified timeframe for a formal review.

11 Criteria to be used in this review will include measured travel time for users of the  
12 HOV lane and of the single occupancy lane (based on peak travel time studies);  
13 actual costs of enforcement and numbers of violations of the HOV lane restrictions  
14 (as provided by the Blaine County Sheriff's Office); HOV lane traffic volumes (based  
15 on traffic counts taken on at least three occasions during HOV operations); peak hour  
16 Level of Service for the HOV lane and the single occupancy vehicle lane; public  
17 response (based on phone calls, emails and correspondence received during the first  
18 6 to 12-month period); crash analysis (based on accident reports); and impacts on  
19 trucking (based on comments received from the trucking industry).

20 To facilitate this process and to develop the necessary documentation that ITD will require to approve a  
21 conversion, ITD commits to create a SH-75 Corridor Operations Management Team composed of  
22 representatives from ITD, Blaine County, Mountain Rides, and the Cities of Bellevue, Hailey, Ketchum and  
23 Sun Valley for the purpose of developing and implementing a program to meet the four requirements  
24 specified above. The members of the Operations Management Team will enter into a Memorandum of  
25 Understanding to commit the resources to comply with the four requirements and to develop and provide  
26 documentation to ITD that the conditions have been met.

27 Formation of this Corridor Operations Management Team will occur once funding for construction of the final  
28 section of the SH-75 corridor between McKercher Boulevard and Elkhorn Road has been approved in the  
29 State Transportation Improvement Plan. ITD will be responsible for initiating formation of the Corridor  
30 Operations Management Team at that time.

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<sup>ii</sup> Mountain Rides is the new regional transportation authority officially created in October 2007. It combines KART, Peak Bus, and Wood River Rideshare into one transportation entity.

## ES-3 Transportation Impacts

Preferred Alternative 2 will provide transportation improvements relative to Alternative 1 No-Build for Year 2025 that meet the purpose and need for the project. Table ES-2 summarizes the peak hour travel performance for the three alternatives considered in the DEIS.

**Table ES-2: Summary of Peak Hour Travel Performance Information (Year 2025)**

<b>Criterion</b>	<b>Alternative 1: No-Build</b>	<b>Preferred Alternative 2: Four Lanes with Center Turn Lane</b>	<b>Alternative 3: Four Lanes with HOV and Center Turn Lane<sup>iii</sup></b>
Corridor Travel Time (minutes)	60	49	58 (60 General Purpose, 49 HOV)
Number of intersections at LOS E/F	10	1	8
Lane-miles at LOS E/F	7	0.1	10
Corridor Delay (vehicle hours in peak period)	349.1	149.7	265.9
Work Trip Person Trips – Drive Alone	25,200	25, 100	24,600
Work Trip Person Trips - Carpool	10,400	10,500	10,850
Work Trip Person Trips - Transit	1,160	1,160	1,220
Percent of study area trips in carpools, transit	31%	32%	33%

Under the Preferred Alternative, highway users will experience reductions in travel time, particularly between Gannett Road and Fox Acres Road and between McKercher Boulevard and Elkhorn Road.

Travel time will improve by 11 minutes, and the LOS at intersections and on the SH-75 mainline will see substantial improvement. Corridor delay during the peak travel period will be more than halved. A minor shift to carpools will occur.

Travel speeds throughout the SH-75 corridor will improve with the greatest improvement between Gannett Road in southern Bellevue and Fox Acres Boulevard in Hailey, and between McKercher Boulevard and Elkhorn Road. LOS relative to the No Build will also improve. In the urban section of the City of Hailey (Fox Acres to McKercher Boulevard), travel speeds are set by the 25 mile per hour speed limit and will not be affected by the Preferred Alternative.

More detailed information regarding the projected travel performance of Preferred Alternative 2, and of Alternative 1 No Build and Alternative 3 is contained in the following tables.

<sup>iii</sup> As analyzed in the DEIS.

1 **Table ES-3: Comparative Peak Hour Travel Speed and LOS (Year 2025)**

SH-75 Geographic Segments	Alternative 1 No Build		Preferred Alternative 2		Alternative 3			
	Speed	LOS	Speed	LOS	Speed	LOS		
US-20 to Gannett Road	40-45	D	45-50	C	45-50	C	No HOV operations in these sections.	
Gannett Road to Fox Acres Road								
• Gannett Road to Woodside Boulevard	25-30	E	40-45	B	40-45	B		
• Woodside Boulevard to Fox Acres Road	25-30	E	30-35	C	30-35	C		
Fox Acres to McKercher Boulevard	20 - 25	C	20 - 25	C	20 - 25	C		
Alternative 3					General Purpose Lane		HOV Lane	
					Speed	LOS	Speed	LOS
McKercher to Ohio Gulch	15-25	E/F	30-35	D	30-35	D	40-45	A
Ohio Gulch to Elkhorn	25-30	E	30-35	D	15-20	F	30-35	A
Alternative 3							No HOV operations in these sections.	
Elkhorn to River Street	20-25	E	25-30	D	25-30	D		
River Street to Saddle Road	15-20	E	15-20	E	15-20	E		

2 **Table ES-4: Comparative Peak Hour Levels of Service for Intersections (Year 2025)**

SH-75 Intersection at	Year 2000	Alternative 1	Preferred Alternative 2	Alternative 3
US-20**	B	D	<b>A</b>	<b>A</b>
Gannett Road	B	E	<b>B</b>	<b>B</b>
Woodside Boulevard**	D	F	<b>A</b>	<b>A</b>
Countryside Road**	E	E	<b>A</b>	<b>A</b>
Fox Acres Road*	B	B	B	B
Bullion Street*	A	A	A	A
Myrtle Street**	D	F	<b>A</b>	<b>A</b>
McKercher Boulevard*	N/A	A	A	A
Deer Creek Road	C	F	<b>D</b>	F
East Fork Road*	C	C	C	F
Buttercup Road**	C	F	<b>B</b>	F
Ohio Gulch**	C	F	<b>B</b>	F
Broadway South	F	F	<b>C</b>	F
Hospital Drive/Broadway Run*	B	E	<b>A</b>	E
Elkhorn Road*	A	C	C	F
Serenade Lane	B	D	<b>C</b>	<b>C</b>
Sun Valley Road*	C	E	E	E

3 \* Intersections with existing traffic signals \*\* Additional intersections signalized in Preferred Alternative

4 Eleven intersections evaluated in the DEIS will have substantial improvement in Level of Service under the  
5 Preferred Alternative, as shown in bold in Table ES-4.

**Table ES-5: Comparative Peak Hour Travel Time (Minutes) (Year 2025)**

SH-75 Geographic Segment	Alternative 1	Preferred Alternative 2	Alternative 3	Alternative 3 (General Purpose Lane)	Alternative 3 (HOV Lane)
US-20 to Gannett Road	12	11	11	11	
Gannett Road to Fox Acres Road	12	7	7	7	
Fox Acres Road to McKercher Boulevard	9	9	9	9	
McKercher Boulevard to Elkhorn Road	21	16	25	27	16
Elkhorn Road to River Street	3	3	3	3	
River Street to Saddle Road*	3	3	3	3	
<b>Total</b>	60	49	60	60	49

\*Included to reflect corridor travel time between logical termini.

Under the Preferred Alternative, substantial reduction in travel times will occur in the Gannett Road and Fox Acres Road segment and the McKercher Boulevard to Elkhorn Road segment. Travel time from McKercher Boulevard to Elkhorn Road is the same for Preferred Alternative 2 and for the HOV lane in Alternative 3. A detailed explanation of why travel time for Preferred Alternative 2 and for the HOV lane in Alternative 3 are the same is provided on page 4-8.

Under Alternative 3, the general purpose lane in the McKercher Boulevard to Elkhorn Road section of SH-75 will not operate as well as either lane under Alternative 2. The local governments, local organizations, and individuals in the Wood River Valley believe that HOV operations, including the general purpose lane, will perform better than modeled. They believe that their continued aggressive implementation of transit and carpooling programs will result in higher usage of the HOV lane, and better LOS in the general purpose lane.

### **ES-3.1 Impacts on Transit**

#### **ES-3.1.1 Preferred Alternative**

The Preferred Alternative will provide buses and carpools with the same travel times and safety benefits as other vehicles using the roadway. Buses will use the bus pullouts to pick up and discharge passengers.

#### **ES-3.1.2 Potential Future Conversion to HOV Operations**

Although a conversion to HOV operations is not part of the Preferred Alternative, this discussion is included to inform Blaine County, the cities in the Wood River Valley, and other organizations and individuals who provided comment on the DEIS that support HOV, and also because the potential future conversion to HOV operations is reasonably foreseeable.

The impacts of HOV operations on transit were analyzed under Alternative 3 in the DEIS. This analysis is relevant to a potential future conversion to HOV operations between McKercher Boulevard and Elkhorn Road under the conditions described in ES-2.2 above. As previously described, the local governments believe that HOV operations will perform better than projected in the DEIS and this FEIS.

1 Buses, carpools and other HOV lane eligible vehicles will have a travel-time advantage between McKercher  
2 Boulevard and Elkhorn Road, relative to vehicles in the general purpose lane. This travel time for HOV lane  
3 users will be the same as for all users, including transit and carpools, of both travel lanes under Alternative  
4 2. Transit buses will have travel times longer than other HOV lane users as they will be stopping to load  
5 and unload passengers, adding approximately 5 minutes to the bus travel time. Bus transit users will have a  
6 six-minute travel-time advantage over the general purpose lane user. Between US-20 and McKercher  
7 Boulevard, there will be no HOV operations. Vehicles carrying 2 or more persons and buses will operate in  
8 the general purpose lanes and will experience the same Levels of Service and travel times shown in Tables  
9 ES-2 and ES-5 above.

## 10 ***ES-3.2 Impacts on Freight Movement***

### 11 **ES-3.2.1 Preferred Alternative**

12 The Preferred Alternative will provide improved travel times and improved Levels of Service for all SH-75  
13 users. Freight movements during peak periods will experience the same LOS as other highway users. With  
14 the additional through lanes, center turn lane, 8-foot shoulders, and right-turn lanes, truck traffic will  
15 experience greater levels of safety compared to Alternative 1 No Build. The addition of passing lanes in the  
16 US-20 to Gannett Road segment will also improve the safety for both trucks and other vehicles.

### 17 **ES-3.2.2 Potential Future Conversion to HOV Operations**

18 The impacts of HOV operations on freight movement were analyzed under Alternative 3 in the DEIS. This  
19 analysis is relevant to a potential future conversion to HOV operations between McKercher Boulevard and  
20 Elkhorn Road under the conditions described in ES-2.2 above. The HOV operations will provide a lower  
21 level of mobility for trucks in this portion of SH-75. Between McKercher Boulevard and Elkhorn Road, trucks  
22 over 10,000 pounds will not be allowed in the HOV lane and will be restricted to the general purpose lane.  
23 Between McKercher and Elkhorn, truck trip travel times will be the same as for other general purpose lane  
24 users.

25 The LOS in the HOV section of SH-75 will be D from McKercher Boulevard to Ohio Gulch and F from Ohio  
26 Gulch to Elkhorn Road. The stop-and-go conditions typical of this level of congestion will increase the  
27 potential for trucks to be involved in rear-end accidents in the general purpose lane. Gaps in traffic from the  
28 traffic signal operations at McKercher Boulevard, Buttercup Road, Ohio Gulch, Hospital Drive, and Elkhorn  
29 Road intersections will enable slower, left-turning trucks to execute turns more safely across oncoming  
30 traffic.

## 31 ***ES-3.3 Impacts on Pedestrians and Bicyclists***

### 32 **ES-3.3.1 Preferred Alternative**

33 Preferred Alternative 2 will enhance pedestrian travel in the SH-75 corridor through the addition of sidewalks  
34 in southern Bellevue, and construction of pedestrian/bicyclist under passes at Treasure Lane, Spruce Way,  
35 and Buttercup/Zinc Spur. The installation of traffic signals at the intersections of SH-75 and Myrtle Street in  
36 Hailey, Buttercup/Zinc Spur and Ohio Gulch/Starweather will also facilitate pedestrian and bicyclist  
37 crossings of SH-75.

38 Bus pullouts will be incorporated into the Preferred Alternative to facilitate pedestrian access to transit and  
39 support transit use. These will be provided at McKercher Boulevard, Buttercup Road/Zinc Spur, Ohio  
40 Gulch/Starweather, East Fork Road, and Broadway Run/Hospital Drive. The Sun Valley Ketchum Transit  
41 Authority (KART) and the Peak Bus service were combined into Mountain Rides, a regional transit authority  
42 as of October 2007. Mountain Rides is planning for additional transit service and associated infrastructure

requirements. The resultant plan may result in the opportunity to incorporate additional bus pullouts into SH-75 during the design phase.

### ES-3.3.2 Potential Future Conversion to HOV Operations

The impacts of HOV operations on pedestrians and bicyclists were analyzed under Alternative 3 in the DEIS. This analysis is relevant to a potential future conversion to HOV operations between McKercher Boulevard and Elkhorn Road under the conditions described in ES-2.2 above. The impacts to pedestrians and bicyclists will be unchanged from those of the Preferred Alternative.

## ES-4 Environmental Impacts

The impacts of the Preferred Alternative on natural and manmade resources in the Wood River Valley were fully evaluated in the DEIS under Alternative 2. Table ES-6 provides an overview of the impacts on these resources.

Should ITD implement HOV operations between McKercher Boulevard and Elkhorn Road under the conditions described in ES, the impacts of HOV operations on environmental resources were evaluated under Alternative 3 and disclosed in the DEIS. The transportation impacts of this potential conversion to HOV operations are discussed in Section ES-3 above.

**Table ES-6: Summary of Environmental Impacts of Preferred Alternative**

Type of Resource	Summary of Impacts
Land Use Impacts (Section 5.1 of the DEIS, page 5-1) (Section 5.1 of the FEIS, page 5-1)	No adverse impacts. Generally consistent with land use plans.
Social Impacts (Section 5.2 of the DEIS, page 5-3) (Section 5.2 of the FEIS, page 5-3)	No adverse impacts. Improves accessibility to services, emergency response, and increased public safety.
Environmental Justice Impacts (Section 5.3 of the DEIS, page 5-7) (Section 5.3 of the FEIS, page 5-3)	No disproportionately high and adverse effects on any minority or low income population.
Relocation (Section 5.4 of the DEIS, page 5-10) (Section 5.4 of the FEIS, page 5-3)	Relocation of 12 residences and 2 commercial properties. Acquisition of 134.25 acres of new right-of-way.
Farmland, Agriculture, Soils and Geology Impacts (Section 5.5 of the DEIS, page 5-13) (Section 5.5 of the FEIS, page 5-3)	Acquisition of 59 acres of prime farmland for new road right-of-way. Prime farmland primarily located between US-20 and Gannett Road. Irrigation canals, farm access retained. Improved opportunities to pass slower moving agricultural and other vehicles.
Economic Impacts (Section 5.6 of the DEIS, page 5-15) (Section 5.6 of the FEIS, page 5-4)	Generally supports Wood River Valley economy due to increased accessibility, reduced travel times, lower transport costs. Direct adverse impacts to 2 businesses. Estimated reduction in tax revenue of \$165,000. Construction expenditures estimated to make a major local economic contribution during construction period.
Noise Impacts (Section 5.7 of the DEIS, page 5-12) (Section 5.7 of the FEIS, page 5-4)	Eight locations have noise level impacts that approach or exceed the FHWA Noise Abatement Criteria (NAC). There are two locations where noise barriers are warranted and feasible.

1 **Table ES-6: Summary of Environmental Impacts of Preferred Alternative - continued**

Type of Resource	Summary of Impacts
Air Quality Impacts (Section 5.8 of the DEIS, page 5-32) (Section 5.8 of the FEIS, page 5-12)	Exceedances of national standards for carbon monoxide (CO), particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> ) are not expected. See Section 5.8.1, page 5-12 of the FEIS. Air toxics expected to be lower due to EPA national control programs.
Water Resources Impacts (Section 5.9 of the DEIS, page 5-37) (Section 5.9 of the FEIS, page 5-13)	Improved stream crossings at 4 locations. Replacement of 21 irrigation culverts. Improved floodplain conditions at 2 bridge crossing locations. Increased storm water runoff. Use of detention ponds and infiltration swales to collect and treat storm water in accordance with Idaho Department of Environmental Quality (IDEQ) standards and Best Management Practices.
Vegetation Impacts (Section 5.10 of the DEIS, page 5-46) (Section 5.10 of the FEIS, page 5-13)	Existing roadside vegetation and landscaping removed from new right-of-way. Extensive impacts to berms and manmade landscaping, primarily between McKercher Boulevard and Elkhorn Road.
Wetland Impacts (Section 5.11 of the DEIS, page 5-51) (Section 5.11 of the FEIS, page 5-13)	Destruction of 2.26 acres of natural wetlands and impacts to 1.18 acres of irrigation-dependent wetlands (total of 3.44 acres). No net loss with mitigation.
Wildlife Impacts (including Threatened and Endangered Species – T&E) (Section 5.12 of the DEIS, page 5-64) (Section 5.12 of the FEIS, page 5-16)	Either “no effect”, “may affect, not likely to adversely affect”. “No effect” and “may affect, not likely to adversely affect” determinations developed by ITD, concurred upon by FHWA, per the 2/28/03 Memorandum of Agreement between ITD, US Fish & Wildlife Service, National Marine Fisheries Service, and FHWA. Bald Eagle delisted from the Endangered Species Act since DEIS; protected under the Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act. Overall wildlife habitat value of valley not adversely impacted by reduction in roadside vegetation habitat. Reduced potential for wildlife kill due to increased roadside visibility for drivers, reduction in roadside forage for deer/elk, and increased road area for drivers to avoid potential collision with animals.
Fisheries Impacts (Section 5.13 of the DEIS, page 5-81) (Section 5.13 of the FEIS, page 5-17)	“May affect, not likely to adversely affect” Utah valvata snail, a T&E species. No effect” and “may affect” determinations developed by ITD, concurred upon by FHWA, per the 2/28/03 Memorandum of Agreement between ITD, US Fish & Wildlife Service, National Marine Fisheries Service, and FHWA.
Cultural Resource Impacts (Section 5.14 of the DEIS, page 5-90) (Section 5.14 of the FEIS, page 5-17)	“No adverse effect” determination for 30 historic resources and “no effect” determination for 16 historic resources.
Section 4(f) Impacts (Section 5.15 of the DEIS, page 5-97) (Section 5.15 of the FEIS, page 5-17)	“De minimus” impact on seven historic resources.
Visual Impacts (Section 5.16 of the DEIS, page 5-130) (Section 5.16 of the FEIS, page 5-17)	Impacts to berms, roadside vegetation, and manmade roadside landscaping will change visual character of roadside environment, primarily north of McKercher Boulevard. Retaining wall and noise barriers will be new visual elements.
Parks and Recreation Impacts (Section 5.17 of the DEIS, page 5-141) (Section 5.17 of the FEIS, page 5-18)	No adverse impacts to parks facilities. Positive impacts to access for pedestrians and bicyclists to Wood River Trail system. Positive impacts to users of Harriman Trail in the Boulder Flats area.
Utilities Impacts (Section 5.18 of the DEIS, page 5-143) (Section 5.18 of the FEIS, page 5-18)	Relocation of underground and overhead utilities.
Hazardous Materials Impacts (Section 5.18 of the DEIS, page 5-148) (Section 5.18 of the FEIS, page 5-18)	No adverse impacts.

## ES-5 Findings, Mitigation and Commitments

### ES-5.1 Findings

Findings associated with the Preferred Alternative are summarized in Table ES-7.

**Table ES-7: Findings**

Act/Regulation/Executive Order	Finding
The Clean Water Act; Executive Order 11990, 23 CFR 777 and Department of Transportation Order 5660.1A	No net loss of wetlands. Section 5.11, page 5-13 of the FEIS provides the explanation of this finding.
Section 7 of the Endangered Species Act	"No effect" for two species. "May affect, not likely to adversely affect" for three species. Section 5.12 Wildlife and Section 5.13 Fisheries of the DEIS (page 5-64 and page 5-81 respectively) provide the explanation for these findings. As the Bald Eagle has been delisted from the ESA, the original finding of "may affect, not likely to adversely affect" in the DEIS is superseded by this delisting. (See Section 5.12.1 on this FEIS, page 5-16)
Section 106 of the National Historic Preservation Act	"No historic properties effected" or "No effect" on historic resources. Section 5.14 Cultural Resources (page 5-90 of the DEIS) and the correspondence from the Idaho State Historical Society in Appendix A of this FEIS provide the explanation for this finding.
Section 4(f) of the Department of Transportation Act	A Section 4(f) use but <i>de minimus</i> impacts on 7 properties. Appendix D of the DEIS and Section 5.15 Section 4(f) of the DEIS, page 5-97, provide the explanation for this finding.
The Clean Air Act (as amended 1990)	Does not exceed the National Ambient Air Quality Standards. Section 5.8 of the DEIS (page 5-32) as supplemented by Section 5.8 of this FEIS (page 5-11) provide the explanation for this finding.
Executive Order 12898, Department of Transportation Order 5610.2 and FHWA Order 6640.23	No disproportionately high and adverse impacts on any minority or low-income population. Section 5.3 of the DEIS (page 5-7) provides the explanation for this finding.

## **ES-5.2 Mitigation**

The DEIS prescribes mitigation measures for many resources. These measures will be incorporated into the design of Preferred Alternative and reflected in the construction documents. The mitigation required for the Preferred Alternative is fully described in Section 7.2 of this FEIS (beginning on page 7-2). Mitigation is specified for the following impacted resources or conditions:

- Noise
- Floodplains
- Vegetation
- Wetlands
- Relocations
- Wildlife
- Wildlife habitat permeability
- Fisheries
- Section 4(f) properties
- Construction

## **ES-5.3 Commitments**

A number of commitments were made by ITD during the NEPA process and as a result of additional federal, state, and local agency coordination during preparation of the FEIS. In summary, these commitments include the following:

- Additional coordination with the Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (USCOE) to ensure compliance with the Section 404(b)(1) guidelines of the Clean Water Act, particularly with respect to the Big Wood River Bridge.
- Additional coordination with USCOE and the U.S. Forest Service regarding preparation and approval of the final wetlands mitigation plan.
- Additional coordination with EPA and the Idaho Department of Environmental Quality (IDEQ) regarding the National Pollutant Discharge Elimination System (NPDES) permit.
- Additional coordination with Blaine County regarding results of the wildlife crossing mitigation study recommendations.
- Additional coordination with the Blaine County Recreation District (BCRD) to incorporate any changes the BCRD may make to the Wood River Trail in response to private land development.

Although not part of the Preferred Alternative nor an FHWA decision or commitment, ITD makes the following additional commitment:

- Creation of a SH-75 Corridor Operations Management Team composed of representative of ITD, Blaine County, Mountain Rides and the cities of the Wood River Valley and the potential implementation of peak hour HOV operations between McKercher Boulevard and Elkhorn Road under conditions described in ES-2.4 Future Conversion to HOV Operations.

## ES-6 Federal and State Actions and Permits Required

Implementation of Preferred Alternative will require the federal actions and permits shown in Table ES-8.

**Table ES-8: Federal and State Permits Required**

Action or Permit	Issuing Agency
Dredge/fill permit under Section 404 of the Clean Water Act	U.S. Army Corps of Engineers
National Pollution Discharge Elimination System under the Clean Water Act, consisting of a Construction Stormwater Permit and a Storm Water Pollution Prevention Plan	Environmental Protection Agency
Stream Alteration Permit	Idaho Department of Water Resources
401 Water Quality Certification	Idaho Department of Environmental Quality

## ES-7 Comments and Coordination

Agency coordination and public involvement were important elements in the preparation of the DEIS and the FEIS. Table ES-9 summarizes events that occurred from project inception in August of 2000 through the public hearing on the DEIS on January 26, 2006.

**Table ES-9: Summary of Agency Coordination and Public Involvement**

Event	Number of Events
Introductory briefings of County Commission and City Councils	21
Public scoping meetings, including informal scoping booths in area grocery stores	9
Resource agency consultation, meetings and field trips	12
Work Group meetings (Includes representatives from 18 government and citizen groups)	11
Wood River Regional Transportation Committee presentations	5
Public open houses	4
Monthly "Storefront Office" open houses	16
Briefings of County Commission and City Councils	13
Presentations to other groups	6
Newsletters	5
Project website – <a href="http://www.sh-75.com">www.sh-75.com</a>	On-going
Public hearing	1

In response to the comments received on the DEIS, additional coordination was conducted during the months of May and June, 2006 with the following entities:

- Federal agencies: Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Forest Service,
- State agencies: Idaho Department of Environmental Quality, Idaho Department of Fish and Game, Idaho State Police, Idaho Public Transportation Division of ITD
- Local jurisdictions: Blaine County, City of Bellevue, City of Hailey, City of Ketchum, City of Sun Valley, Blaine County Recreation District

## ES-8 Next Steps

In accordance with 23 CFR 771.127, this FEIS will be available for review for a minimum of 30 days from the time the Environmental Protection Agency publishes a notice of availability in the Federal Register. Notification of its availability will also be published in the printed and electronic news media in Blaine County, Idaho.

The FEIS has been made available to federal, state, and local agencies, private organizations, and members of the public who provided substantive comments on the DEIS. Reference copies of the FEIS have also been placed in the following locations:

- City of Bellevue, City Hall and Library, 115 Pine Street, Bellevue, ID
- City of Hailey City Hall, 115 South Main Street, Hailey, ID
- City of Ketchum City Hall, 480 East Avenue North, Ketchum, ID
- City of Sun Valley, City Hall, 81 Elkhorn Road, Sun Valley, ID
- Blaine County Planning and Zoning, 219 First Avenue South, Suite 208, Hailey, ID
- Community Library, 415 Spruce Avenue North, Ketchum, ID
- Idaho Transportation Department, District 4, 216 South Date Street, Shoshone, ID
- Idaho Transportation Department, 3311 West State Street, Boise, ID
- Federal Highway Administration, 3050 Lakeharbor Lane, #126, Boise, ID

A Record of Decision (ROD) will be signed by FHWA no sooner than 30 days after the Notice of Availability of this FEIS is published in the Federal Register. The ROD will explain the reasons for the project decision, summarize any mitigation measures that will be incorporated into the project, and document the required Section 4(f) approval. The ROD will include the following key items: a decision on the selected alternative; alternatives considered; Section 4(f); measures to minimize harm; monitoring or enforcement program; and comments and responses to any comments received on the FEIS.

FHWA may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 180 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

FHWA has not determined whether it will publish such a notice for the SH-75 Project. FHWA plans to indicate in the ROD whether or not it will be publishing such a notice regarding the final NEPA action.